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COUNTRY East Germany DATE DISTR 28 Sept. 1954

SUBJECT Locomotive Columns for Soviet Transit Traffic through Poland NO. OF PAGES 2

PLACE ACQUIRED [REDACTED] NO. OF ENCLS. LISTED BELOW 25X1

DATE OF INFO. [REDACTED] SUPPLEMENT TO REPORT NO. 640780

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THIS IS UNEVALUATED INFORMATION

1. In mid-May 1954, the Frankfurt/Oder offices and installations serving Soviet transit traffic through Poland were inspected by several high-ranking railroad officials and two Soviets who wore civilian clothes. Members of the commission stated that it was planned to replace the German locomotive brigades by Polish railroad personnel. ¹
2. On 27 May, [REDACTED] only one locomotive parked at Ruednitz railroad station. ² 25X1
3. On 4 May 1954, 80 locomotives were selected from the park of column locomotives. These locomotives were to be used in connection with the FDJ Whitsum Rally in Berlin. Subsequently, 72 of these locomotives were to be rented to Poland for the handling of Soviet transit traffic through that country. The remaining eight locomotives were to serve as a reserve pool. ¹
4. [REDACTED] the status of locomotive columns was as follows on 6 May 1954: 25X1

Number of Locomotives:

Numerical Designation of Column and Station	of Type 50 and 52	Parked	Operational	on Inspection Line	under Repair
No 3 Ruednitz	29 -	13	12	2	2
No 6 Strassburg	29 -	22	4	-	3
No 7 Beeskow	28 -	18	4	3	3
No 11 Ruednitz	-	30	10	12	8
Ducherow	-	30	15	9	3
No 12 Loeknitz	-	29	12	5	9
No 13 Ducherow	-	29	12	5	9
No 2, 4, 5, 8 Frankfurt/Oder	-	120	-	100	20

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5. On 25 April 1954 [] 15 locomotives parked as a reserve for locomotive columns at Kerkwitz, 9 km southwest of Guben. 4

25X1

1. [] Comment. These data confirm previous information, according to which Soviet transit traffic through Poland will be reorganized effective 1 July 1954. This traffic will henceforth be handled by the Polish State Railroads. It appears, however, that the German railroad administration will have to make German locomotives available to the Poles. It is believed that the reorganization of Soviet transit traffic through Poland has been carried out in recognition of the sovereignty granted to the GDR and of international procedures, according to which every country is responsible for transit traffic through its territory. The new settlement does not rule out the possibility that the Soviets will again utilize German locomotive columns at a

25X1

2. [] Comment. This locomotive belongs to deactivated locomotive column No 5.

25X1

3. [] Comment. Locomotive columns Nos 3, 6, 11, 12, and 13 have been deactivated and their locomotive equipment has been parked at the railroad stations mentioned. Locomotive columns Nos 2, 4, 5, and 8 are stationed at the Frankfurt/Oder marshaling yard; most of these locomotives have been operational.

Not included in the tabulation were locomotive columns No 10 in Cottbus, which has about 30 operational locomotives, and No 11, the equipment of which is parked at Kerkwitz.

[] status of
31 March 1954, there was a total of 374 column locomotives including:

25X1

20 locomotives of type 01 (express train locomotives assigned to Soviet locomotive column No 42)

26 locomotives of type 50

267 locomotives of type 52

1 locomotive of type 89.

Of these locomotives, 295 locomotives were serviceable on 1 April 1954. The latter number included 138 employed for transit missions, 105 parked as a reserve and 52 kept at railroad maintenance installations (Bw).

4. [] Comment. These locomotives belong to deactivated locomotive column No 9.

25X1

25X1

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